(1991 series) dated 19.11.1991) I will be applicable for this purpose.

As regards foreign technology agreements in Hotel Industry only, automatic permission will be available in terms of para 39C (i) of the Statement on Industrial Policy subject to fulfilment of the following parameters:-

(a) *Technical and Consultancy Services:*

Lumpsum fee not exceeding US $ 200,000.

(b) *Franchising & Marketing/Publicity support:*

Upto 3% of the gross room sales.

(c) *Management Fees:*

Upto 10% of the foreign exchange earnings provided the foreign party puts in 25% of the equity. This will also cover payments for markets and publicity support.

Doubling of Lines in Maharashtra and Madhya Pradesh

3123. SHRI VILASRAO NAGNATHRAO GUNDEWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway lines being doubled in Maharashtra and Madhya Pradesh in 1991-92 and the progress made in each case; and

(b) the details regarding other rail facilities proposed to be provided in those States?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The ongoing doubling works in Madhya Pradesh and Maharashtra during 1991-92 and their progress a s on 30.9.91 is as under:

	Name of the work	*State*	*per cent Progress*
1.	Polapathar-Barbatpur (18.38 Km.)	MP	Opend to traffic on 28.10.1991
2.	Polapathar-Kala Akhar (6.64 Km.)	MP	87.7
3.	Kiratgarh-Kala Akhar (22.25 Km.)	MP	30.75
4.	Jukehi-Amdara (19.64 Km.)	MP	72.48
5.	Jhansi-Agra single line bridge portion upto Gher (Chambal Bridge)	MP	–
6.	Jaitwar-Manikpur (57.51 Km.)	MP	85.90
7.	Matatila-Basai (7.88 Km.)	MP	78.16
8.	Narmada Bridge	MP	40.00
9.	Kurwai-Keothara-Bina River (2.7 Km) and Betwa A Cabin & B Cabin (2.64 Km)	MP	65.14

	Name of the work	State	per cent Progress
10.	Hetampur-Gher upto Chambal Bridge	MP	97.75
11.	Shujalpur-Kala Pipal (12.59 Km)	MP	64.00
12.	Pirumroad-Bercha, Bolai Ankodia	MP	30.00
13.	Bairagarh-Bakanian Bhaunri and Bakanian-Bhanuri-Phanda	MP	15
14.	Kala Pipal-Phanda	MP	–
15.	Metpanjra-Bharatwada (38.38)	Maharashtra	46.5
16.	Narkher-Metpanjra (34.34 Km.)	-do-	–
17.	Amalner-Takarkhede (12.16 Km.) Aand Takarkhede-Dharangaon (13.42 Km.)	-do-	30

(b) The other major rail facilities provided/being provided to these States are as under:

	New Lines	Gauge Conversions
Maharashtra	Adilabad-Pimpalkutti (21 Km.)	Manmad Aurangabad (114 Km.)
	New Lines	*Gauge Conversions*
Madhya Pradesh	Guna-Shivpuri (110 Km.)	
	Traffic Facilities	
	Maharashtra	*Madhya Pradesh*
	Bombay V.T. - Remodelling of Suburban Yard to provide double discharge platforms	Habibganj-Coaching Terminal facilities
	Bandra –Terminal Facilities Ph.I	Bilaspur –Augmentation of Coaching Terminal Facilities
	Kurla New Passenger Terminal	

Details in Respect of Model Stations in Maharashtra and Madhya Pradesh.

(Rs. in lakhs)

	Name of station	*Anticipated cost*
Maharashtra	Akola	74.39
	Bombay V.T.	129.51
	Pune	50.29
	Nagpur	166.68
	Sholapur	82.73
	Nanded	79.90
	Gondia	36.90
	Bombay Central	90.68
Madhya Pradesh	Gwalior	239.29
	Bhopal	165.43
	Jabalpur	166.04
	Bilaspur	108.85
	Raipur	59.10
	Indore	63.79
	Durg	60.33

The details regarding rail facilities in Mechanical workshops and sheds to be provided in these states are:

(Rs. in housands)

S.No.	*Name of facility*	*Anticipated cost*
1.	Kurla—Modernisation of sick line for NPOH and ROH of Tank Wagons	3,24,84
2.	Kalva—Car Shed Augumentation of running repairs & maintenance facilities for EMU stock	2,52,84

(Rs. in housands)

S.No.	*Name of facility*	*Anticipated cost*
3.	Parel—Modernisation of Workshop (Phase-II)	21,42,48
4.	Parel Workshop Replacement of flooring of shops and pathways	66,91
5.	WADI Bunder—Modernisation of coaching depot complex	2,63,31
6.	Bhopal—Setting up new coach repair workshop for western region	64,87,23
7.	Bhusawal—Modernisation of Down sick siding and repair/maintenance facilities	3,04,58
8.	Bhusawal—Modernisation of AC electric loco workshop (Ph.III)	6,96,69
9.	Modernisation of civil engineering workshop Manmad	12,96,49
10.	Nasik RD setting up facilities for rehabilitation of SLS & Traction Motor Frames	2,62,70
11.	New Katni Augumentation of facilities to handle 146 Box 'N' rakes	7,25,00
12.	Satna facilities for maintenance of BCN rakes	2,79,00
13.	Gwalior—Setting up facilities for manufacturing coil springs and leaf spring	55,54,00
14.	Gwalior—Setting up of centre for advanced maintenance technology	6,22,47
15.	Warda—eplacement of Kalyan Rails welding plant facilities including shifting to other suitable location	4,93,00
16.	Miraj proposed extension of pit line & covered shed over sick lines	50,00
17.	Bilaspur-Maintenance facilities of BCN wagons	6,33,73

(Rs. in housands)

S.No.	*Name of facility*	*Anticipated cost*
18.	Raipur—60 loco diesel shed with further expansion to 100 locos	22,09,17
19.	Bilaspur—evelopment & modernisation of new coaching sick line	2,66,19
20.	Relay & Instrument testing facilities at Tata, Bhilai Bondamunda and Waltair Electric loco sheds	55,83
21.	Lower parel—Facilities for POH of AC coaches	2,16,15
22.	Indore—Secondary and train lighting maintenance facilities for AC coaches	58,19
23.	MHOW—MG Diesel loco shed	5,08,21
24.	Ujjain—Facilities for sick line	94,95

Conversion and Doubling of Tracks in Maharashtra

3124. SHRI VILASRAO NAGNATH RAO GUNDEWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the target fixed for the conversion of railway lines in Maharashtra during the Seventh Five Year Plan and the actual achievement; and

(b) the details of the tentative schemes chalked out for doubling the railway lines in that State during the next five years?

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No targets for conversion of lines in Maharashtra were fixed for the Seventh Five Year Plan and no conversion was opened during the 7th Plan.

(b) the following sections have been identified in the State of Maharashtra as qualifying for doubling.

(1) Wardha — Chitoda

(2) Daund — Bhigwan

(3) Solapur — Hotgi

(4) Solapur — Pakni

(5) Bhigwan — Parewadi

(6) Hotgi — Akalkot Road

The sections would be considered alongwith others for being taken up, keeping in view the relative priority on operating considerations and availability of resources in the coming years.